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## I. TIMATION

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THE HONGKONG DISPENSARY.

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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Telegraphic Address: P. R. S. A. B. C. Code.  
P. O. Box, 33. Telephone No. 12.

## BIRTHS.

On the 22nd November, at No. 12, Hankow Road, Shanghai, the wife of CHAS. RUDOLPH, of a daughter.

On the 25th November, at Tientsin, the wife of W. M. HOWELL, of a son.

## DEATH.

On the 12th October, at the home of his sister, Mrs. E. L. WAGNER, Berwyn, Illinois, U.S.A., OLIVER COTTELL LESLIE, formerly of Shanghai.

## The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 2nd December, 1901.

The cotton mill industry has not turned out in North China to be the mine of wealth that was somewhat too fondly looked forward to by its originators. The pioneers have, in fact, found the usual result—that they have had to pay dearly for their experience and that they, who had the courage of their convictions and started an enterprise fraught with benefits to their kind in the not distant future, have themselves had to bear the quips and slings of outrageous fortune. One, the Yehloong Cotton Mill is so hopelessly embarrassed that its chief creditors have insisted on selling the affair by public auction, while the International Mill acknowledges the loss of one fourth of its capital and straightly informs its shareholders that only by facing the loss can it hold forth any hope of being able to stem the tide of misfortune. That the directors of these companies were to blame for taking too sanguine a view at the beginning of the enterprise, without waiting to see its first results, goes without saying, and they would be now the first to acknowledge the fault. Most men can be wise after the event, but it is only fair to say that at the time the sky was clear, and even the wisest failed to appreciate the signs of the coming tempest. Even at the beginning there were, however, difficulties which the experience of the past might have anticipated. The capital of the mills is largely Chinese, and anyone

might have anticipated that, being so, the Chinese would might and main have striven for the success of the various undertakings. It is, however, one of the characteristics of the Chinese that no matter how much they have at stake they are readily led away by the chance of an immediate profit. True to this instinct, and momentarily forgetting how much they had at stake, they were not loth to corner the cotton market. A wiser and clearer-headed race would have seen that thereby they were working against their own permanent interests; but when did such wise ideas ever enter a Chinese head? It was far more consonant with Chinese modes of thought to have a good gamble before entering on the steady work of manufacture; and the good gamble they were determined to have. So much might have been foreseen by the European management at the beginning, and probably was, but they were too much committed to the various schemes to seem to seek to throw cold water on them, and hence the first earnings were divided, and no expense spared to bring every department at the start up to the most perfect condition. In many respects they were right, even though this had to be done at a sacrifice; and it is certain that as yet no one had any reason to expect the political whirlwind that in a few weeks had fair to undo in China the work and the struggles of nearly sixty years. But if the ordinary Chinese merchant dearly loves a gamble, and cannot, even when knowing that in the long run he must lose by it, refrain from taking a hand, he has also a very good idea when he settles himself down to business of making the best of the situation; and the directors of the various companies did not hesitate to build on this hope. Other industries, as silk and sugar, have had the same difficulties to surmount, and have surmounted them successfully. There is little doubt that this would have eventually come true with cotton, though probably the time occupied would have been longer than the original founders of the industry anticipated. They were not, however, to have the opportunity of trying the experiment. In June, 1900, the pent-up gases that had been silently accumulating in Peking, but had been neglected, suddenly burst, and for a whole year the entire part of North China, the principal mart for the products of the mills, was reduced to anarchy. It became only a choice of evils, whether to work or close up. Heavy stocks of raw cotton were on hand or contracted for, and in either case had to be paid for, while heavy charges for advances had to be provided for. Under the best of circumstances it is an expensive matter to close even momentarily a large industrial concern; to shut down under the circumstances seemed little better than suicidal, so probably wisely, for the best interests of all, the concerns were kept at work with the full knowledge that they were being run at the expense of capital, and that none, if they escaped at all, could hope to do so without a very serious readjustment of their capital accounts. On the other hand it is well to remember that both companies commenced work on a capital that proved insufficient for their requirements. The Yehloong Company, with a paid up capital of five hundred and seventy thousand taels, spent on its land and plant seven hundred and thirty-six, while the International, with a capital of eight hundred and forty, spent eighty thousand over the million. This, however, is, it need hardly be said, the besetting sin of all China undertakings—indeed it may be said of such undertakings over the world. In a few cases, exceptional causes at the beginning can be such a company to overcome early these preliminary difficulties, but in too many they remain as a weight slung round the shoulders of the original pioneers. The Yehloong Company, finding all hope of escape cut off, and an appeal to the shareholders unfruitful, has unfortunately been compelled to see its property placed on the market with little hope of its realising much above the mere value of the land and materials. The other company, with better prospects of success, having within the last few months not only paid its interest out of earnings but being in a position to reduce its indebtedness some six per cent., is offering debentures to its shareholders and others to the amount of half a million taels. The new capital, share and debenture, would thus amount to 1,128,800 taels. On the other hand, the amount spent in land, buildings and plant—acknowledged to be in perfect order and of the most suitable nature—less the 70,000 proposed to be written off, would be 1,070,000 taels. As in the profitable portion of the year past the company succeeded in making a profit in all of 38,000, and may reasonably expect a good deal more when business becomes again regularly established, it seems to be fairly probable that the shareholders will obtain a reasonable return on their reduced capital within a not long extended period. Should nothing unforeseen occur—and indications are on the whole favourable—the new industry may be considered as passed its teething time, and we may look forward to the manufacture of cotton in China as a permanent industry of the land.

The German gunboat *Tiger* left on Saturday for Pakhoi.

The Harbour Regulations for the forthcoming V.R.C. Regatta are published in the *Gazette*.

H.M. surveying ship *Wataitech* returned on Friday night from a cruise. On Saturday morning the Portuguese troopship *Africa* arrived from Macao; she will be docked here and then return to Macao to embark for Lisbon the time-expired troops.

A despatch from H.E. the Governor to the Secretary of State for the Colonies is published in the *Gazette*, containing extracts from the reports made by Mr. Mansergh in 1898 upon the surface drainage system of Colombo and in 1899 on the surface system in Melbourne; and an article from the *Times of India* of the 21st September.

Messrs. Erich Georg & Co. say in their weekly share list, dated Hongkong, 30th November:—The dull feeling which pervaded our market when we last wrote has continued in sympathy with our neighbouring market during the week under observation, but at the close there are indications of a revival on a moderate scale.

There will be a hockey match this afternoon between the Royal Engineers and the Hockey Club. The following will represent the Club:—Forwards—R. J. Gerard, Capt. Dykes, R.A., Lt. Solfield, R.A., P. A. Cox, and J. Hooper; half-backs—H. W. Slade, T. C. Gray and J. B. Shettle, R.N.; backs—A. Ellis and P. H. Yeats; goal—Corpl. Tutchy.

The return of stamp revenue for the months of October, 1900 and 1901, shows a decrease for the latter month of \$3,832.27. The item of Conveyance or Assignment alone decreased by \$4,886.50; and Deed of Gift by \$600. The largest increases were:—Bill of Exchange and Promissory Note, \$510.07; Charter Party, \$468.20; and Adhesive Stamps, \$435.13.

On Monday next we publish the first of a series of seven striking articles, entitled, "Towards the Sunrise," by Mr. Wirt Garrara, a well known expert authority on Russian affairs, who has recently made a trip from St. Petersburg to Vladivostok, as one result of which the articles in question have been written. The first of the series is called "The Awakening of Russia."

The following Express was circulated in Shanghai in anticipation of the Caledonian Ball.—Caledonian Ball.—Subscribers and their freemen manna forget the Reel Practice at the Toot. It's the night at 5 o'clock. There'll be Reels, Strathspeys, Fourmsies, Auchtermores, Flings, Schottisches, and Caledonians, as there's guid when folk dinna ken them yet. Foreby, there might be one or two waltzes, lancers, and other foreign dances for the benefit of the uninitiated. Dinna forget noo! 5 o'clock sharp.

On Thursday night, the 29th ult., Messrs W. S. Bailey & Co. launched from their works in Kowloon Bay a steam water and cargo boat, to the order of Messrs. Leopold Spatz & Co., agents for Mr. M. T. Figneras, of Manila. The vessel is fully equipped with powerful pump, sluices, bulkheads, etc., and is designed to carry either bulk or ordinary cargo. She is propelled by compound steam condensing engines giving a speed of 7½ knots per hour, and is intended for service in Manila. The present vessel is a duplicate of one recently built by Messrs Bailey & Co. for another Manila firm.

A rather serious outbreak of fire occurred on Saturday afternoon at 189, Queen's Road West, in premises on the ground and first floors occupied by a dealer in medicines and miscellaneous goods. The fire, which spread rapidly, gutting the first two floors and partially destroying the second, was caused through the overheating of a medicine-drying stove. The stock of the medicine-dealer was insured for \$21,000, and the loss will probably be covered by this sum. The damage to the second floor, where a quantity of jewellery was destroyed, is estimated at \$1,400, and is, we are informed, uncovered by insurance.

A proclamation of the Shanghai mandarin has been issued informing the public that orders have been received from Governor Nih, of Soochow, to introduce into Shanghai, in the near future, copper ten-cash pieces (*Tong-shih-tien*), now being coined in the cash mint at Soochow. These ten-cash, or cent pieces have already been introduced into circulation at Canton and Wuchang, with varying success, and the people in Shanghai have also been informed that they are to be allowed to use these ten-cash pieces, in the proportion of one-half ordinary cash and one-half ten-cash pieces, in paying land taxes and *lekin* duties.

At noon on the 23rd ult. there returned by the American mail from Hongkong the cricket champions of Shanghai. At the mast-head of the launch *Victoria* floated the flag of the Shanghai Cricket Club with that of the Hongkong Cricket Club below it. Before the launch was made fast, the *N.-C. Daily News* records, three ringing cheers and a tiger were given by the large crowd on the pontoon and the lawn adjoining, and the greetings of the victors by their friends and admirers were hearty and prolonged. On the same night some sixty of their friends entertained the team at dinner at the Shanghai Club, the veteran cricketer Mr. A. P. Wood being in the chair. Mr. Wood proposed the health of the winners, Mr. Farbridge, the captain, replying for cricket, Mr. White for tennis, and Mr. Lanning for swimming, and with toast and song a very joyful evening was spent. Our Shanghai contemporary expresses its gladness that there is no foundation for the story of the improper handling of the ball by Mr. V. Lanning when batting in Shanghai's last innings at the Straits.

Smallpox is now raging in the southern islands of the Philippine Archipelago. The Civil Commission is passing an act for compulsory universal vaccination.

Sr. Pedro Paterno has declined the presidency of the Filipino Peace Commission. Sr. Leon Guerrero is therefore President, and Sr. Paterno Vice-president.

Pending the arrival of Don A. R. Elias, Mr. W. J. G. Whitley is recognised as Acting Consul for Peru without intermission from the date of Government Notification No. 325 of the 5th June last.

The approval by H.M. the King of the appointment of the Hon. A. W. Bavin to be an Official Member of the Legislative Council during the absence of the Hon. F. H. May is notified in the *Gazette*.

The Rev. R. F. Cobbold preached in St. John's Cathedral at evensong yesterday to a very large congregation. Mr. A. G. Ward was again at the organ, and after the service Madame Freed kindly sang most impressively Cölen's beautiful solo "Come Unto Me."

A report from Changsha, the capital of Hunan, states that, with reference to the new Settlement the Japanese Government is going to establish in that city, the regulations have been mutually agreed upon between the Japanese authorities, and Governor Yu Lien-san of Hunan, and that arrangements are being prepared to commence work in the new concession early next spring.

A special Seoul despatch to the *Osaka Mainichi* dated the 19th inst. says that a despatch from the Governor of Kan-Kang-do states that Russians are sending telegraph poles from the Amur with the object of constructing a line between the Amur and Ching-kiang, but the Governor is unable to prevent the transportation. The report states that Russia has not yet obtained the approval of the Korean Government.

News received in Manila from Honolulu says the U.S. War Department has lately decided that hereafter transports will not stop at Honolulu unless there is a special object in having them take that route, such as the shipping there of supplies of men. The plan of the Department is to try sending the ships by the great circle route, as the largest vessel in the transport service can carry enough coal to make the complete trip without encroaching too much upon the cargo space.

The *Echo de Chine* states that at the meeting on the 23rd ult. of the representatives of the principal French importing houses at Shanghai on the invitation of the Consul-General, M. Batard, the latter announced the formation of a Commission, which will sit at Shanghai under his presidency, to assist in the establishment of the new Customs tariffs. This Commission will consist, in addition, of the Commercial Attaché of the Legation at Peking, an Inspector of Customs from the Indo-Chinese Service, and two importers. The merchants present elected as their representatives Messrs. Tooke and Racine.

The *N.-C. Daily News* of the 26th ult. says:—It is stated that the torpedo-boat destroyer *Handy*, which left the harbour yesterday morning with the gunboat *Daphne* for Hongkong, has orders to proceed to her destination at the rate of seven knots, this being, apparently, the *Daphne's* economical speed. This is all very well for a sea-going vessel like the *Daphne*; but it seems a great mistake to condemn a vessel like the *Handy*, which is not a bad weather craft, to a voyage of five days when she could readily do it in two days. It is to be presumed that there are reasons for the order which the lay mind is unable to appreciate. The *Daphne*, however, arrived here on the 29th ult.

The *Manila Times* of the 23rd ult. says:—Although the report could not be confirmed yesterday, it is announced on very good authority that another official interested in market prices for government departmental requirements will follow the example of the Insular Purchasing Agent, and go to place his orders for the necessary supplies of his department in Hongkong.—It is claimed that a saving of from 75 per cent up can thus be effected. These cases are entirely experimental; but if they prove satisfactory there will, in all probability, be a permanent arrangement made for shipment of certain classes of supplies from Hongkong to these islands by government officials. This action on the part of the authorities will probably still further increase the dissatisfaction felt by the local merchants, who claim that the government should patronise those who so largely contribute to its support.

It is reported from Nanch'ang (says the *N.-C. Daily News*) that much dissatisfaction is being felt in that city owing to the high charges demanded at the semi-officially established schools of Western Learning, i.e., schools established partly by subscriptions from local officials and partly by wealthy members of the gentry of Nanch'ang. The consequence has been that only youths belonging to the gentry and wealthy merchants can afford to avail themselves of the educational facilities of these schools, while the children of families of slender purse are debarred from entering them. To meet this want certain of the Nanch'ang literati have decided to invite foreign-educated young men to come to Nanch'ang to open private schools, where the common elementary branches of Western Learning in the English language will be taught at the rate of three dollars per month for each scholar. A pioneer school has already been begun by a young foreign-educated gentleman at Nanch'ang "on his own hook," the success of which has led the literati to start the above scheme.

The French transport *Nive* is on her way from the North with the last of the French troops returning home from China.

M. Gayat, French Vice-Consul at Shanghai, is appointed to Bayronth, and will be succeeded by M. Deslongchamps-Deville, son of the friend and collaborator of Alphand, to whom all the embellishments of Paris during the last twenty years are due.

A report received in Japan from a Russian source states that the compensation claimed by Russia in return of the transfer of the Shan-haiwan and Newchwang railway is not great. It is also stated that Russia is now preparing to evacuate Newchwang and transfer the local administration to the Chinese authorities.

Mr. Goto, the Director of the Formosan Administrative Bureau, passed through Kobe recently on his way to Tokyo. Questioned by a Press representative as to the rumoured retirement of Baron Kodama, the Governor-General of Formosa and Minister of War, from the former post, Mr. Goto made the cautious answer that it was not advisable that the Governor-General of Formosa should hold another post.

At the ceremony in connection with the completion of the East China railway, on the 3rd ult., the message sent to M. de Witte, Financial Minister, by the Tsar on the occasion is reported to have been:—"We appreciate your efforts in completing so quickly this great undertaking." "Nicholas." The Financial Minister telegraphed the message to Harbin, where the Head Office of the railway is situated, and encouraged the officials of the company to push on with the project.

Havas telegrams announce that the French Chamber of Deputies has been discussing the Chinese loan. M. Hubbard, the reporter of the Committee, made a long speech against the protectorate exercised by France over the Christians in China. The general discussion of the Chinese questions is closed. M. Sembat demanded the adjournment of the debate, but on the demand of M. Waldeck-Rousseau, President of the Council, the adjournment was rejected, and the article discussed is carried by 358 votes against 183.

Generals Smith and Hughes are said to disagree as to the right policy to be pursued in Samarra, the latter favouring negotiations and the former strenuous methods. Negotiations are proceeding for the surrender to General Hughes of the Filipino General Samson, which will wind up the revolt in Bohol, where Samson is the acknowledged insurgent leader. Meanwhile a gallant storming of a stockade by the 19th U.S. Infantry is reported from Bohol. The insurgent position consisted of fourteen forts, surrounded by large trenches and rifle-pits. The main fort was surrounded by a precipice, the only entrance being guarded by a stockade. This stockade had a line of trenches behind it and the whole defence was carefully detailed from the hill, where the Americans had taken a former position and driven the insurgents' out. After securing a plan of the insurgent stronghold, Captain Lawton sent two sergeants of the 19th Infantry with a force of twenty men to climb the hill at the left of the stockade. After hours' toil through an undergrowth of brush and vines on an almost perpendicular hill, the detachment succeeded in scaling the height and came down in the enemy's rear, surprising and completely routing them. Two of the frightened insurgents, in their haste to escape, jumped over the stockade and fell fifty feet on the rocks below. Fort Mayana was taken, and the insurgents deserted the whole position. A detachment being obliged to pass along the cliff within 150 yards of the Americans suffered terrible loss.

The *Empire Comedy Company*. After the interval caused by St. Andrew's Ball, the *Empire Comedy and Vandeville Company* resumed their occupancy of the Theatre on Saturday night and submitted an entire change of programme. There was a full house. The principal part of the revised programme was a representation of that old favourite extravaganza *Muldoon's Picnic*. Arranged and produced by Mr. Steve Adson, the piece was admirably rendered and won hearty applause. The vagaries of Michael Muldoon were depicted by Mr. Adson himself in a manner which added to his high reputation as a comedian. Mr. Gus Gregory appeared in the character of Dennis Muldoon, a part which he filled with distinction and made inexpressibly funny. Jimmy O'Brien was portrayed by Mr. Walter Horley. Mrs. Muldoon, Ella, and Jennie were represented respectively by Miss Julie Cleveland, Miss Jessie Thorne, and Miss Florence Adelaide. On the whole, *Muldoon's Picnic* was a splendid success. The second part of the programme was given up to variety turns. The *Empire Ballet*—Misses Davis, Tinsley, and the Sisters Bailey—gave a graceful and exceedingly clever exposition of the light fantastic art. Messrs. Leon and Euxham scored a success with their duet. "The moon hath raised her lamp, and so also did Messrs Gregory and Horley with their balancing act. Mr. Steve Adson showed his artistic versatility in a new topical song relating to matters which the Colonial Secretary and the Hon. W. Chatham must hear to appreciate. Miss Emmie Smith's appearance was of course hailed with delight, and it well deserved to be. Her own songs and dances were remarkably clever, and were rendered with exquisite taste and grace. The performance concluded with a laughable piece entitled "The Photographer's Troubles," which elicited hearty applause and was voted a great success. *Muldoon's Picnic* and the revised programme will be submitted again to-night.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## THE CRISIS IN CHINA.

SHANGHAI, 1st December, 7.30 p.m.

## DEPOSITION OF THE HEIR APPARENT.

An Imperial Decree has been issued, which deposes the heir apparent, Pu Chun, owing to his father, Prince Tuan, having been the author of last year's troubles in China. Pu Chun has been granted a brevet dukedom, and has been ordered to leave the Imperial Palace immediately.

## NEW MINISTER FOR BRITAIN.

Chang Teh-yi, the former English tutor of the Emperor Kwang Hsu, has been appointed Chinese Minister to Great Italy, and Belgium.

## GENERAL NEWS.

LONDON 29th November, 7.50 p.m.

## THE COLOMBIAN INSURRECTION.

It is reported that the surrender of the Liberals in Colombia has been arranged. General Castro, the second in command of the Conservative troops, has been killed.

## REUTER'S SERVICE.

LONDON, 29th November.

## SOUTH AFRICA—THE ENEMY'S FORCES.

The Pretoria correspondent of the *Times* says there are still seventy recognised Boer commandos in the field, 26 being in the Transvaal, 31 in the Orange River Colony, and 13 in Cape Colony. The task of capturing these must necessarily be slow. It is further stated that Lord Kitchener's striking arm will presently be 45,000 men only.

## PLAGUE AT HONOLULU.

There are four cases of plague at Honolulu. LONDON, 29th November.

## REPORTED DEATH OF MISS STONE.

A report has reached the Turkish authorities that Miss Stone, the American missionary lady captured by Bulgarian brigands, has succumbed to the hardships she has had to endure, and that the brigands have dispersed.

## A FRENCH LOAN.

The French Chamber has passed the bill for the proposed loan against the security of the Chinese indemnity.

## FURTHER EMBODIMENT OF MILITIA.

Four more battalions of Militia have been embodied. LONDON, 29th November.

## MARQUIS ITO IN RUSSIA.

Marquis Ito has had a special audience with the Tsar, at which Count Lamorinière, Russian Minister of Foreign Affairs, was present.

## SOUTH AFRICA—MR. RITCHIE ON PEACE CONDITIONS.

The Right Honourable C. T. Ritchie, speaking at Greydon, said that Lord Salisbury's pronouncement that no shred of independence would be left to the Boers had been misunderstood. We were unable to again offer the Boers the terms for peace already rejected by them, but if their general would accept our promise to give them a representative government at some future time, this would form the basis for the conclusion of peace. LONDON, 29th November.

## BOERNO DINNER IN LONDON.

Mr. W. C. Cowie, a director of the British North Borneo Company, speaking at the Boerno dinner, said that he was more hopeful than ever of success in developing the Company's property. Mr. R. B. Martin, chairman of the Company, said that Boerno had set an example by the abolition of slavery amongst the natives. He saw no prospect of native difficulties. LONDON, 29th November.

## FRANCE AND SIAM.

It is announced in Paris that the French Minister has had a prolonged audience with the King of Siam, and that questions affecting France and Siam were discussed in a friendly spirit. French consulates have been established at Angkor and Battambang.

## LATEST STEAMER MOVEMENTS.

The Imperial German Mail steamer *Prinzess Irene*, carrying the German mails with dates from Berlin of the 11th ult., left Colombo on the 29th ult. a.m. and may be expected here on or about the 10th inst.

The O. S. S. steamer *Leopold* left Singapore for Hongkong and Amoy on 29th ult.

The N. P. steamer *Hull* left Manila for this port on the 29th ult. and is due here to-day.

The N. Y. K. steamer *Mikasa Maru* (Bomby Bay) left Shimonoseki for this port on the 29th ult. p.m., and is expected to arrive here on the 4th inst.







## NEW ADVERTISEMENTS

## NOTICE

## NIPPON YUSEN KAISHA.

DURING my Temporary Absence from this Colony, Mr. T. S. TAKAYANAGI will take Charge of the Company's Business at this Port.

A. S. MIHARA, Manager.

Hongkong, 2nd December, 1901. [3067]

## TO LET.

FIVE ROOMED BUNGALOW "RHEDA," BONHAM ROAD. Beginning 1st January, 1902. Apply to—

LIAO TZE SAN, China Merchants S. N. Co., 33, Des Vaux Road.

Hongkong, 2nd December, 1901. [3064]

## TO LET.

A WELL-FURNISHED ROOM and BATH, with BOARD, in Private Family. Conveniently situated. "WELLS."

Care of Daily Press Office.

Hongkong, 2nd December, 1901. [3065]

## TO LET.

THREE LARGE UNFURNISHED ROOMS, with separate Bath, use of Cookhouse, &c. \$40.00. Apply to—

JOHN DOE, Care of Daily Press Office.

Hongkong, 2nd December, 1901. [3066]

## PUBLIC AUCTION.

CURIOS! CURIOS!! CURIOS!!! The Undersigned have received instructions to sell by Public Auction, for account of the concerned, on

SATURDAY, the 7th DECEMBER, at 2.30 P.M., at their

SALES ROOMS, 20, Des Vaux Road, A CHOICE COLLECTION OF CHINESE AND JAPANESE CURIOS, Comprising—

GOLD LAC-QUERS, OLD and NEW BRONZES, HANDSOME ENAMELED PANELS and

SCREENS, CLOISONNE WARES, OLD SATSUMA VASES and BOWLS, SILK SHAWLS, &c., &c. Catalogues can be had on application to the undersigned.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 2nd December, 1901. [3063]

## OWNERS OF HOUSES

situated in the Western Division of the City of Victoria who have not had their Premises LIMED, WASHED and CLEANSED in accordance with Law are reminded that the period during which this work should be finished ends on the 31st day of December, 1901, and the Sanitary Board being convinced of the necessity of Cleanliness in its efforts to STAMP OUT PLAGUE, is determined to RIGOROUSLY PROSECUTE any Owner in default after the above named date.

By Order of the Board.

G. A. WOODCOCK, Secretary.

Sanitary Board Office, 1st December, 1901.

Note:—The Western Division of the City lies to the West of Morrison and East Streets.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"DIAMANTE," Captain J. Rattenbury, will be despatched for the above port on WEDNESDAY, 4th December, at Noon.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers.

Hongkong, 30th November, 1901. [3061]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 8th inst.

For Freight or Passage, apply to THE MITSUBI BUSSAN KAISHA, Agents.

Hongkong, 2nd December, 1901. [17]

THE HONGKONG WEEKLY PRESS is ready and contains—

Leading Articles—

China's Policy.

The Sanitary Commission for Hongkong.

The Report of the Chair and Jinricksha Coolies Commission.

Weihsaiwei and the Post Office.

The United States and China Treaties.

The British Yunnan Railway Question.

The Ichikawa Canal.

The Hongkong Legislative Council.

Hongkong Sanitary Board.

St. Andrew's Hall.

Burning of the Fushan at Canton.

Arrival of H.M.S. Orestes.

Minshap to the Delegation.

The Sunkin Stranetad.

The Marguardt Concert.

Empire Comedy and Vaudeville Co.

Hongkong Nursing Institution.

Report of the Chair and Jinricksha Coolies Commission.

Canton.

Swatow.

Vladivostok Notes.

## ENTERTAINMENTS

THEATRE ROYAL, CITY HALL.

## THE EMPIRE COMEDY CO.

## TO-NIGHT! TO-NIGHT!

## LAST NIGHT OF THE

LAUGHABLE FARFICAL COMEDY,

in One Act, entitled

"MULDOON'S PICNIC"

"MULDOON'S PICNIC"

ROARS OF LAUGHTER!

ROARS OF LAUGHTER!

Acknowledged by the Press and Public to be

the FUNNIEST COMEDY EVER

SEEN IN HONGKONG.

STEVE ADSON'S TOPICAL

SONG

CREATED A PERFECT FUREUR.

TO-MORROW (TUESDAY),

First time of the

"TRIP TO CHINATOWN"

BURLESQUE.

FUNNIER STILL!

TIME & PRICES AS USUAL.

SPECIAL TRAMS TO THE PEAK

AFTER THE PERFORMANCE.

PLAN AT THE ROBINSON PIANO

COMPANY, LIMITED.

Hongkong, 2nd December, 1901. [3069]

PEAK HOTEL.

A CONCERT

will be given in the above Hotel by

MADAME AGNES

FREED

ASSISTED BY SEVERAL LEADING

AMATEURS,

on

TO-MORROW (TUESDAY), 3rd DEC.

AT 9.30 P.M.

Tickets on sale at the HOTEL OFFICE

and the ROBINSON PIANO COM-

PANY, LIMITED.

Admission ... .. \$3.

Hongkong, 26th November, 1901. [3012]

Ask H. BUTTONJEE

for

FINEST SWEETS and CRYSTALLISED

MIXED FRUITS from a well-known

French maker, which are sold at Moderate

Prices—

ALMOND FLORES, ROSE BURN

ALMONDS, MARZILLAN ALMONDS,

RASPBERRY GUM DROPS, CRYSTAL-

LISED MIXED FRUIT in Fancy Boxes.

H. BUTTONJEE,

No. 5, D'Arville Street;

No. 33, & 40, Elgin Road, Kowloon.

Hongkong, 26th November, 1901. [3056]

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING OF ZETLAND

LODGE will be held at the FREE-

MASON'S HALL, Zetland Street, TO-DAY,

the 2nd December, at 8.30 for 9 P.M. precisely.

Visiting Brethren are cordially invited to

attend.

Hongkong, 26th November, 1901. [3009]

AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES,

FIRING 10 SHOTS in 2 SECONDS

SIEMSEN & CO.

Hongkong 3rd October, 1900. [75]

COLD STORAGE

## AUCTION

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, TO-MORROW (TUESDAY), the 3rd DECEMBER, 1901, at 2.30 P.M., at his

SALES ROOMS, Queen's Road, SUNDRY HOUSEHOLD FURNITURE;

CROCKERY, GLASS and PLATED

WARE;

One SEWING MACHINE and STAND

One LATHE, One GRINDING

MACHINE;

Four VIOLINS and One PIANO;

Also

A Few Valuable BOOKS and MUSIC;

&c., &c.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS, Auctioneer.

Hongkong, 30th November, 1901. [3057]

## PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

A NINTERIM DIVIDEND on account

of the year 1901, at the rate of Fifty

Cents per Share (or Five per cent. on the

Capital of the Company) will be payable at the

Hongkong and Shanghai Bank, Hongkong, on

and after the 4th December, on Warrants

to be obtained from the undersigned. Local

Shareholders are requested to apply at the

Company's Office for their Warrants.

The Dividend will also be payable at the

Hongkong and Shanghai Bank, Shanghai,

on presentation of Warrants there, on and

after the same date.

The REGISTER OF SHARES will be

CLOSED from SATURDAY, 30th instant,

until FRIDAY, 6th December, both days

inclusive, during which period no Transfer of

Shares can be registered.

By Order.

J. A. TARRANT, for Secretary.

Hongkong, 26th November, 1901. [3018]

THE WANCHAI WAREHOUSE AND

STORAGE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an

EXTRAORDINARY GENERAL

MEETING of the WANCHAI WARE-

HOUSE and STORAGE COMPANY, LIMITED,

will be held at the COMPANY'S

OFFICE, No. 5, Queen's Road Central,

Hongkong, on THURSDAY, the 5th day of

December, 1901, at 3 o'clock in the afternoon,

when the subjoined Resolution will be

passed at the Extraordinary General Meeting

of the Company held on the 18th day of

November, 1901, will be submitted for con-

firmation as a special resolution:—

"That the Company be wound up volun-

tarily and that Johann Georg Ludwig

"Schröter of Victoria in the Colony

"of Hongkong be and is hereby ap-

"pointed Liquidator for the purposes of

"such winding up."

MEYER & CO., General Managers.

Hongkong, 20th November, 1901. [2957]

HONGKONG COTTON SPINNING,

WEAVING & DYING COM-

PANY, LIMITED.

THE SHARE CERTIFICATE No. 71 for

15 shares numbered 1008 to 1022 inclusive

standing in the Register in the name of

ROBERT AGNEW ANDERSON, with re-

lative transfer deed signed by him, having been

LOST, notice is hereby given that unless the

said Certificate be produced at the Office of

the Company, Pedder's Street, Victoria, Hong-

kong, on or before the 7th day of December,

1901, a New Certificate will be issued in favour

of ALFRED SHAW the purchaser of said

## TO LET

TO RENT—ON THE PEAK.

A NICELY FURNISHED ROOM with

Bath and Board, in Private Family, Close

to Tram Station. Splendid View, and Very

Healthy. First-class Table.

Address—

PEAK, Care of Daily Press Office.

Hongkong, 11th October, 1901. [2588]

TO BE LET.

GOOD OFFICES fronting Queen's Road

Central in Marine House.

A ROOM or OFFICE, 2nd Floor, Beacons-

field Arcade.

For Particulars, apply to—

TURNER & CO.,

Hongkong, 14th November, 1901. [2900]

TO LET.

THE GODOWN in West Point

(Kennedy Town) known as Feather

Factory, now occupied by the Hongkong and

Kowloon Wharf and Godown Co., Ltd.

For Particulars, apply to—

LAURE WEGENER & CO.,

Hongkong, 9th July, 1901. [1730]

TO LET.

NO. 1, STEWART TERRACE, the

PEAK.

Apply to—

THE HONGKONG LAND INVEST-

MENT AND AGENCY CO., LD.

Hongkong, 17th July, 1901. [1739]

TO LET.

GODOWN, No. 5A, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVEST-

MENT AND AGENCY CO., LD.

Hongkong, 23rd November, 1901. [1212]

TO LET.

HOUSES in CLIFTON GARDENS, Conduit

Road.

HOUSES at CAUSEWAY BAY, facing the

Polo Ground.

A HOUSE in RYTON TERRACE.

"THE REVEREND," MOUNT KELLET.

GODOWNS at BLUE BUILDINGS.

Apply to—



## INSURANCES

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.  
Agents.  
Hongkong, 29th May, 1895. [31]

## TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.  
Agents.  
Hongkong, 16th November, 1892. [29]

## THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA

INCORPORATED 1851.  
CAPITAL.....\$2,410,000.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

W. M. MEYERINK & CO.  
Agents.  
Hongkong, 18th May, 1900. [185]

## AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.  
Agents.  
Hongkong, 21st April, 1897. [174]

## SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.  
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.  
Agents.  
Hongkong, 16th May, 1892. [30]

## "L'URBAINE" FIRE INSURANCE COMPANY, LD.

(Established 1838).  
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.  
Agents.  
Hongkong, 16th May, 1892. [30]

## THE UNDERSEA CABLES

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

P. LEMAIRE & CO.  
Agents.  
Hongkong, 7th February, 1901. [459]

## PHENIX FIRE OFFICE

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

DOUGLAS LAURIE & CO.  
Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1887. [32]

## SALAMANDER FIRE INSURANCE COMPANY

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, STACOB & CO.  
Agents.  
Hongkong, 2nd April, 1900. [28]

## NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY

TOTAL FUNDS AT 31st DECEMBER, 1900, \$14,732,681.

## I. AUTHORIZED CAPITAL.....\$3,000,000 0 0

SUBSCRIBED CAPITAL.....2,750,000 0 0  
PAID-UP CAPITAL.....687,500 0 0  
II. FUND FUNDS.....2,633,716 14 4

## The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHAW, TOMES & CO.  
Agents.  
Hongkong, 3rd July, 1901. [1641]

## RUINART PIERRE &amp; FILS, REIMS

Established 1719.  
CHAMPAGNE GROWERS AND SHIPPERS.  
Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 17th May, 1885. [1271]

## PORTLAND CEMENT

J. B. WHITE & BROS.  
SOLE AGENTS FOR CHINA.  
HOLIDAY WISE & CO.  
Hongkong, 16th September, 1901. [234]

## THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED

The above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers.

Call Flag W.  
J. W. KEW,  
Manager.  
20, Des Voeux Road.  
Hongkong, 18th December, 1900.

## TSANG FOO &amp; CO.

SAM WING HING.  
COAL MERCHANTS.  
No. 48, DES VOEUX ROAD CENTRAL.  
Telephone No. 829.  
Hongkong, 23rd September, 1901. [2411]

## AMERICAN SYSTEM

DENTISTRY.  
No. 39, QUEEN'S ROAD CENTRAL.  
CHADWICK KEW.  
(Late of Poole & Noble).  
Hongkong, 15th September, 1899. [2245]

## PONGMULL BROTHERS

87 & 89, QUEEN'S ROAD CENTRAL.  
W. H. S. A. & CO. RETAIL IMPORTERS AND EXPORTERS.  
Have for Sale:  
Indian, Chinese and Japanese Silk Goods for Ladies and Gentlemen, and other Articles. Oriental Embroidery, Rugs and Carpets, Jewellery, Cashmere Shawls, Ivory, Sandalwood and Tortoiseshell-Wares, Ornaments and Fancy Goods.

Inspection is solicited.  
Hongkong, 4th November, 1901. [2801]

## GOVERNMENT NOTIFICATION.

No. 708.  
THE following Notice is published.

By Command.  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 23rd November, 1901.

## NOTICE TO MARINERS.

HONGKONG HARBOUR.

From the 1st December, 1901, until about the end of February, 1902, floating obstructions will be laid, from time to time, to the North of Stonecutters Island.

The obstructions will be bounded on the West by a line drawn from the most northern point of the Island to the Watering Pier at Laichitok, and on the East by a line drawn from the Government Pier, on the North shore near the Magazines, in a N.N.E. direction to the mainland.

Vessels and junks are prohibited from anchoring in the obstructed area.

A fairway, about 300 yards wide, will be buoyed through the obstructed area, being marked on the North by 2 red buoys, and on the South by 2 small black buoys carrying white flags. No obstructions will be laid within this fairway, but vessels and junks are prohibited from anchoring there.

At night the red buoys marking the North side of the fairway channel will carry red lights.

Steam vessels must always use the fairway; sailing vessels and junks may sail across the obstructed area in day time at their own risk.

All obstructions will be floating on the surface.

R. MURRAY RUMSEY,  
Ret. Com. R.N.  
Harbour Master, &c.

Harbour Department,  
Hongkong, 19th November, 1901. [3066]

## LIEBER'S STANDARD CODE.

ENGLISH EDITION. FRENCH EDITION.

PRICE ..... U.S. \$10.00

## SELECTED CODE WORDS.

THE Ciphers are selected from the "OFFICIAL VOCABULARY," and having been taken to omit such DANGEROUS ciphers as "Champ," "Charge," "Collet," "Bumonthly," "Eleventh," "Eleventh," "Cargo," &c., which are found in other Codes.

CONTENTS.

The Code contains 800 pages of 75,000 ciphers; 65,000 have sentences, and 10,000 are blank, enabling the addition of private phrases under their proper headings.

DICTIONARY OF USERS.

LIEBER'S MANUAL, published every three months, contains a revised list of those using the Code. NO OTHER CODE FURNISHES SUCH A LIST.

BEST EXTANT.

That LIEBER'S CODE is recognised as the best ever offered to the public is shown by the following houses, who have unqualifiedly endorsed it in preference to all others—

HONGKONG AND SHANGHAI BANKING CORPORATION.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

RUBIN CHINESE BANK.

JAS. M. MATHESON & CO.

ARMSTRONG, KARRIS & CO.

CHINESE ENGINEERING CO.

"HONGKONG DAILY PRESS."

LIEBER CODE CO.,  
2 & 4, Stone Street, New York;  
20, Bucklersbury, London, E.C.

Hongkong, 25th November, 1901. [2994]

## SIENTING.

SURGEON DENTIST,  
No. 10, DAQUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.  
Hongkong, 23rd September, 1891. [2405]

## YEE SANG &amp; CO.

COAL MERCHANTS,  
have always on hand  
LARGEST STOCKS OF EVERY DESCRIPTION OF COAL.

Address—Care of Messrs. KWONG SANG & CO.  
No. 144, DES VOEUX ROAD. [883]

## CARBOLINEUM-AVENARIUS

Used for over TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China,  
LUTGENS, EINSTAMANN & CO.,  
Hongkong, 31st August, 1897.

## CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.

Absolutely Smokeless and Water-resisting.

THE BEST NITRO-POWDER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES—

Loaded with Powder. Powder only. and 1 oz. of Shot.

Primrose Cases .....\$5.65 .....\$7.40  
Pegamoid Cases .....6.25 .....8.00  
Ejector Brass Cases .....6.90 .....8.65

5 per cent. discount on orders of 1,000 and over.

Apply to  
WM. SCHMIDT & CO.,  
Gunnsmen,  
Hongkong.

Hongkong, 27th July, 1897. [1660]

## NOTICE.

THE Undersigned carry in Stock an extensive line of CIGARS and CIGARETTES from the "GERMINAL" FACTORY at Manila, for which they are Sole Agents in Hongkong. Prices moderate. Stock of specially selected quality. A trial solicited. Special Terms to Exporters.

T. M. STEVENS & CO.,  
Benconfield Arcade.  
Hongkong, 2nd August, 1901. [1931]

## CARTRIDGES! CARTRIDGES!!

JUST LANDED A NEW STOCK OF

ELEY'S and KYNOC'S SPORTING CARTRIDGES and NEWCASTLE CHILLED SHOT.

20 BORE CARTRIDGES

15 " " "

12 " " "

10 " " "

8 " " "

WM. SCHMIDT & CO.,  
Gunnsmen,  
Hongkong, 3rd January, 1901. [121]

## THE SIBERIAN RAILWAY.

The *Standard's* correspondent, wrote on the 25th ult. from Vienna:—The *Politische Correspondenz* publishes an important statement which, in a way, supplements the *Standard's* Shanghai telegram about the new Manchuria Convention, and throws light upon Russia's present Asiatic policy. The inspired St. Petersburg correspondent of the Vienna news sheet says:—

"It is the intention of Russia to accelerate the construction of the Siberian Railway, the completion of which was originally planned for 1905, so as to have this immense work finished next year. The motives for this haste are not only last year's events in China and the Russian occupation of Manchuria, but important political considerations. In the first place, there is the desire to postpone indefinitely a conflict between Russia, Japan, and England, by establishing a military equilibrium between these Powers in the Far East. To gain this end, Russia must be in a position to construct a large military force at Port Arthur with rapidity, which, without the completion of the Trans-Siberian Railway, would be out of the question."

It is by no means certain that Russia could easily find the money for the completion of the Railway next year; but her anxiety to get a through line to Port Arthur as soon as possible is quite clear. Assuming that the statement of the St. Petersburg correspondent is correct, and I have little doubt it is, the new Manchuria Convention is as really explained as Russia's efforts to remove whatever might menace peace in Europe and force her to take untimely action elsewhere than in the Far East.

When the great policy of Russia in the East was announced—that is, at the Accession of the present Tsar—Prince Lobanoff, who best understood him, and grasped his ideas most fully, recognized that two conditions were essential for the realisation of his Imperial master's vast and almost visionary schemes. The first was no Russian entanglement in Europe, and no chance of one. In accordance with the necessities of this condition, Prince Ferdinand was recognised as Ruler of Bulgaria, the Armenian massacres were ignored, the Balkan Convention with Austria was concluded; and even German encroachments in Asia Minor, formerly Russia's special province, were tolerated, rather than that the nearer Eastern question should again be raised.

Prince Lobanoff's second condition was that Russia should avoid any conflict in the Far East till she was strong enough to be confident of success, because he knew that, once defeated, whether in conflict with a single Power or a combination of Powers, the great Asiatic Empire which Russia wanted to carve out for herself was lost for ever. At that time it was seen that the completion of the Siberian Railway would count as a factor; but M. Witte, ways would count as a factor; but M. Witte, the Minister of Finance, undertook to provide the means for pushing on energetically with the work, and Russia's policy with regard to the Far East was made subservient to M. Witte's plans for keeping the Russian Exchequer replenished, both for the railways and for constructing a new Navy for service in the Far East. Events in China forced Russia, much against her will, to proceed at a quicker pace than was originally intended, and to expose herself to immense risks. Especially in 1900, when she felt that to cede the province except by the terrorism of Russian prestige would be almost impossible until the railway connection with European Russia via Siberia was established.

In the meanwhile two great things have happened: the one favourable, the other unfavourable to Russian plans. The advantage to her is that England's war in South Africa, instead of being finished within a few months or a year, now hangs on for a third year. In Russia it is firmly believed that it would be most difficult for England to engage herself elsewhere for at least another year, and probably for two, especially as the Army has to be reorganised. The event unfavourable to Russian plans is that Japan has carried out her naval programme; all the big warships she ordered abroad being now launched, so that, of them already in Japanese waters, so that, could she be sure of English freedom of action, Japan might any day throw down the gauntlet to the Russian rival and bid him clear out of Corea, out of Manchuria, and out of China altogether—all this, of course, only so long as the Siberian railways are not completed. Immediately they are completed Russia would be able to throw any number of troops into Manchuria, or China, or Corea. English assistance to Japan would then come too late. It could no longer alter the fate of either China or Japan; and Russia would be undisputed master.

The Tsar and his advisers will look forward with eagerness to the day when the railways will be completed. Every month diminishes the chances of the greatest political achievement any Power has had within its reach. If Paris was worth a mass, the whole of China, with Japan into the bargain, is certainly worth the patience Russia has now to display almost everywhere; superhuman patience, one might say, for she dare not quarrel with any Power, big or small—she must avert her eyes from whatever happens in Afghanistan, and even in South Africa. The Tsar's promise not to interfere, and if possible to keep others from interference—prompted, as it doubtless was, in the first place, by his political honesty and his traditional love of peace—was no doubt also influenced, and rightly so, by Russia's own interests. These imperatively demand a non-conflict with anyone till Russia can be confident of success in the Far East; that is, till the Siberian and Manchurian Railways are finished. Had there been intervention in the South African War, whether by Russia or by others, there can be no doubt a general European war would have followed, in the shadow of which Japan could and would certainly have created a situation in the Far East favourable to herself, and ruinous to Russia's ambitious plans for the present and for all time.

The greatest danger to Russia's plans—namely, attack on the Peking Legations—passed off without detriment to them; and now the proscribed policy is to humour Japan and avoid a conflict with her, and to finish the railways. Hence the evacuation of Manchuria—or, rather, the promise of evacuation within the next three years, under conditions which, without compromising the future, deprive Japan of the pretext for a quarrel. Hence the preparations for a big Railway Loan, most probably for the works in Siberia.

It is only necessary to look at the latest distribution list of the Russian Fleet to be convinced of Russia's apprehensions of what Japan may intend. In the Mediterranean, in the Atlantic, and in the Baltic, Russia has only a single ironclad, the *Emperor Nicholas I.*, which is at the Piræus, and two first-class cruisers, the *Warik* and the *Duke of Edinburgh*. The rest are only gunboats, torpedo-boats, and the three Imperial yachts. What a state of affairs in the Russian Navy, the Black Sea Fleet excepted, is spread over the area between Port Arthur, Vladivostok, Nagasaki, and Shanghai!

## THE ISTHMIAN CANAL.

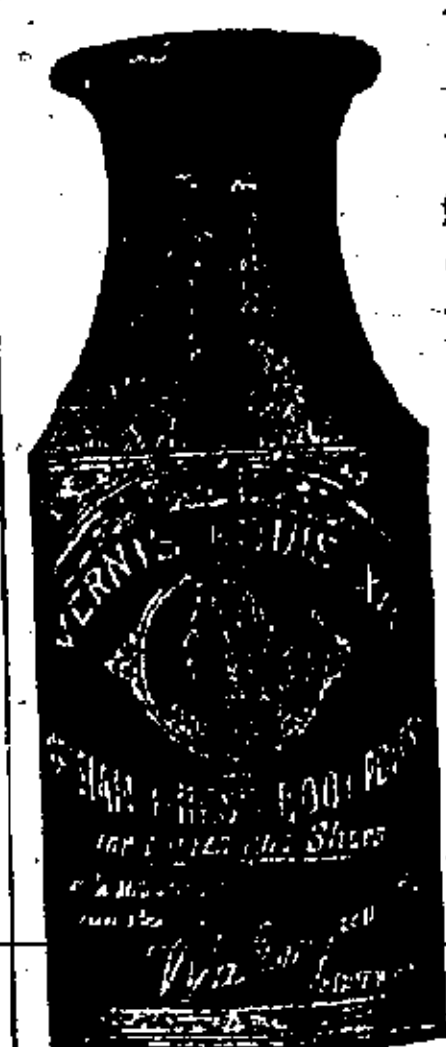
A Washington dispatch of the 2nd inst. says:—

In view of the expected return to-day to the United States of Lord Pauncefote, and the immediate resumption of negotiations, which, in this case, are to put into the concrete form of a treaty the proposition agreed upon by the Governments of the United States and Great Britain, as a convention to replace the Pauncefote-Hay Treaty of last year, it may be proper to state upon the highest official authority, that there is absolutely no other question than that of the Isthmian Canal involved in the negotiations. Further, it is stated that no demand has been made by the British Government for any compensation whatever for the relinquishment of its joint right in the control of such a canal. The construction of the canal was considered by both nations a desirable thing for the world at large, and that thought was at the bottom of the negotiations.

According to a New York telegram of the same date, Mr. Andrew Carnegie, interviewed by a pressman that day on his arrival by the St. Louis, said:—

"I do not believe in a canal at all. I do not believe a canal will render the service for the transportation of goods that a first-class two-tracked railroad would do. Freight could be unloaded into 10-ton cars and loaded on the other side, at far less cost, than running even 100,000-ton ships, even if you had to pay no tolls."

Would you, therefore, favour a Tehuantepec ship railroad, such as has been proposed? "They are building a railroad there now, but not of that kind. I do not believe that the Panama Canal can be built. The Panama Canal cannot be made workable. There is more sentiment behind the canal than good sense."



If you want your Boots well polished, tell your Valet or the Maid to ask for WALTON'S BOOT CREAMS and VARNISHES.

WALTONIAN CREAM WHITE & BLACK.

JANIE MOSCOVITE TAN—3 SHADES.

PARISIAN DRESS—BOOT POLISH.

Order from Stores or Wholesale to—

JOHN WALTON (PARIS), MANUFACTURER.

176, SHAFTESBURY AVENUE LONDON. [275]

WANTED.

A CHINESE CLERK for South Formosa, with knowledge of English Book-keeping. Able to write a good Chinese letter, and translate same into English. Apply, with testimonials, stating age, experience, and salary required, to—

"H. H." Care of Daily Press Office.

Hongkong, 25th November, 1901. [2992]

AN ENGLISHMAN (28) with Home and Eastern experience in General Merchants and Shipping Office routine, is open for engagement in the Colony.

Address—H. F. G. Care of Daily Press Office.

Hongkong, 29th November, 1901. [3052]

## NOW READY.

"THE CHINESE SOLDIER"

AND OTHER SKETCHES.

PRINTED ON CHINESE PAPER AND BOUND IN CHINESE STYLE.

ILLUSTRATED WITH PHOTOGRAPHS.

AN ATTRACTIVE XMAS GIFT.

PRICE ..... \$2.00

On Sale at

Messrs. KELLY & WALSH, LD., Messrs. W. BREWER & CO., and the "HONGKONG DAILY PRESS" OFFICE.

Hongkong, 8th November, 1901. [2854]

## NEW MUSICAL PUBLICATIONS.

MAESTRO A. CATTANEO.

GRANT MASS (with Organ Accept).

No. 1 ALBUM (3 Songs, English & Italian).

No. 2 ALBUM (3 Songs).

The "LILY" Waltz and "ELIZA" Waltz.

NEW FEATURE.

Pocket Edition of Pianoforte Music, including MARCH dedicated to Hongkong Volunteers and POLKA to Peak Residents.

To be had of all MUSIC DEALERS. [2688-2]

## OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSEN & CO.  
Hongkong, 14th February, 1901.

## CHEONG LEE &amp; CO.

FURNITURE STORE.

Established over 20 Years.

IMPORTERS in FURNITURE, Blackwood, Jewellery, Crockery, Electro-Plate, and Glassware. Dining-room and other Furniture on Hire, &c. For the HIGHEST GRADE, BEST and CHEAPEST.

8, QUEEN'S ROAD CENTRAL, Right opposite Robinsons Piano Co.

Hongkong, 20th November, 1901. [2952]

## CHRISTMAS

PHOTOGRAPHIC VIEWS OF HONGKONG, CANTON, MACAO, AND PEKING Mounted as CHRISTMAS and NEW YEAR CARDS, with CHINESE GREETINGS Stamped in real Gold in Chinese Characters with English Translations.

MOTTOES:

A Merry Christmas and a Happy New Year

Plenty chances, large gain;

Dollar come all same rain

Wishing you Happiness and Longevity

Success Crown your Undertakings

My chin chin in Hongkong

Makee you happy and strong

Everything as you wish

禧新賀恭

財發喜恭

長久壽福

遂順事諧

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FOR SALE AT



## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked k, nearest Hongkong A, midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon Wharf k.w., together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

| DESTINATION                                  | VESSEL'S NAME    | FLAG & REG. | BERTH | CAPTAIN               | FOR FREIGHT APPLY TO           | TO BE DESPATCHED            |
|--|------------------|-------------|-------|-----------------------|--------------------------------|-----------------------------|
| LONDON                                       | MACHAON          | Brit. str.  | 2 m.  |                       | BUTTERFIELD & SWIRE            | To-morrow.                  |
| LONDON, &c. VIA PORTS OF CALL.               | DALLAZAT         | Brit. str.  | 2 m.  | R. A. Peters          | BUTTERFIELD & SWIRE            | On 7th inst., at Noon.      |
| LONDON                                       | ACHILLE          | Brit. str.  | 2 m.  |                       | BUTTERFIELD & SWIRE            | On 10th inst.               |
| LONDON, VIA SUEZ CANAL                       | GLINDBY          | Brit. str.  | 2 m.  | Forbes Selly          | BUTTERFIELD & SWIRE            | On 14th inst.               |
| LONDON                                       | GLACIUS          | Brit. str.  | 2 m.  |                       | BUTTERFIELD & SWIRE            | On 24th inst.               |
| LONDON                                       | DEVALION         | Brit. str.  | 2 m.  |                       | BUTTERFIELD & SWIRE            | On 7th January.             |
| LONDON                                       | PELEUS           | Brit. str.  | 2 m.  |                       | BUTTERFIELD & SWIRE            | On 21st January.            |
| LIVERPOOL DIRECT                             | IXION            | Brit. str.  | 2 m.  |                       | BUTTERFIELD & SWIRE            | On 15th inst.               |
| LIVERPOOL DIRECT                             | PATROCLOS        | Brit. str.  | 2 m.  |                       | BUTTERFIELD & SWIRE            | On 15th inst.               |
| MARSEILLES, &c. VIA PORTS OF CALL.           | ERNEST SIMONS    | Fren. str.  | 2 m.  | Vaquier               | MESSAGERIES MARITIMES          | To-day, at 1 p.m.           |
| MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c. | HITACHI MARU     | Jap. str.   | 2 m.  | C. J. Butler          | NIPPON YUSEN KAISHA            | On 13th inst., at Daylight. |
| MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c. | WAKASA MARU      | Jap. str.   | 2 m.  | J. B. Macmillan       | NIPPON YUSEN KAISHA            | On 17th inst., at Daylight. |
| BREMEN, VIA PORTS OF CALL.                   | STUTTGART        | Ger. str.   | 2 m.  | F. Grosch             | HAMBURG-AMERIKA LINIE          | On 14th inst.               |
| HAVRE, BREMEN & HAMBURG                      | SUEVIA           | Ger. str.   | 2 m.  | Borch                 | HAMBURG-AMERIKA LINIE          | On 28th inst.               |
| HAVRE & HAMBURG                              | STRASSBURG       | Ger. str.   | 2 m.  | Ammon                 | HAMBURG-AMERIKA LINIE          | On 6th January.             |
| HAVRE & HAMBURG                              | SAMIRA           | Ger. str.   | 2 m.  | Madson                | HAMBURG-AMERIKA LINIE          | On 13th January.            |
| HAVRE & HAMBURG                              | AMERICA          | Ger. str.   | 2 m.  | Schmidt               | HAMBURG-AMERIKA LINIE          | On 28th January.            |
| HAVRE & HAMBURG                              | DUCKSTEIN        | Ger. str.   | 2 m.  | Duckstein             | HAMBURG-AMERIKA LINIE          | On 12th February.           |
| TRIESTE VIA SINGAPORE, &c.                   | AUSTRIA          | Aus. str.   | 2 m.  | Fellner               | SANDER, WITTE & CO.            | On 17th inst., p.m.         |
| NEW YORK VIA PORTS & SUEZ CANAL              | KUDDISTAN        | Brit. str.  | 2 m.  |                       | DODWELL & CO., LIMITED         | On 5th inst.                |
| NEW YORK VIA SUEZ CANAL                      | ACARA            | Brit. str.  | 1 m.  |                       | DODWELL & CO., LIMITED         | On 17th inst., at Noon.     |
| NEW COOVER VIA SHANGHAI, &c.                 | ATLANTIAN        | Brit. str.  | 2 m.  | M. Mowatt             | SHAW, TOMES & CO.              | On 4th inst.                |
| VANCOUVER VIA SHANGHAI, &c.                  | EMPEROR OF JAPAN | Brit. str.  | 2 m.  | H. Fybus, R.N.R.      | CANADIAN PACIFIC RAILWAY CO.   | On 18th inst., at Noon.     |
| VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.    | DUKE OF FIFE     | Brit. str.  | 2 m.  | J. W. Ekstrand        | DODWELL & CO., LIMITED         | To-morrow.                  |
| VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.  | KAGA MARU        | Jap. str.   | 2 m.  | N. Ohno               | NIPPON YUSEN KAISHA            | To-day, at 4 p.m.           |
| VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.  | HALCUM MARU      | Jap. str.   | 2 m.  | N. Ohno               | NIPPON YUSEN KAISHA            | On 16th inst., at 4 p.m.    |
| VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.  | IYO MARU         | Jap. str.   | 2 m.  | N. Ohno               | NIPPON YUSEN KAISHA            | On 30th inst., at 4 p.m.    |
| VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.  | PAKING           | Brit. str.  | 2 m.  |                       | DODWELL & CO., LIMITED         | Quick despatch.             |
| SAN DIEGO, SEATTLE & TACOMA                  | THYRA            | Brit. str.  | 2 m.  |                       | BUTTERFIELD & SWIRE            | On 15th inst.               |
| AUSTRALIAN PORTS                             | EASTERN          | Brit. str.  | 2 m.  | Ellis                 | GIBB, LIVINGSTON & CO.         | On 12th inst., at 4 p.m.    |
| AUSTRALIAN PORTS                             | KUMANO MARU      | Jap. str.   | 2 m.  | E. W. Haswell         | NIPPON YUSEN KAISHA            | On 27th inst., at 4 p.m.    |
| Kobe & Yokohama                              | SADO MARU        | Jap. str.   | 2 m.  | W. Thompson           | NIPPON YUSEN KAISHA            | On 30th inst., at Daylight. |
| NAGASAKI, Kobe & Yokohama                    | YAWATA MARU      | Jap. str.   | 2 m.  | A. E. Moss            | NIPPON YUSEN KAISHA            | On 20th inst., at Noon.     |
| MOJI, Kobe & Yokohama                        | KAGOSHIMA MARU   | Jap. str.   | 2 m.  | K. Kori               | NIPPON YUSEN KAISHA            | On 9th inst., at Noon.      |
| SHANGHAI & CHINKIANG                         | ELITA NOSSACK    | Brit. str.  | 2 m.  | Johannsen             | EAST ASIATIC TRADING CO., LTD. | To-day, at 4 p.m.           |
| SHANGHAI & CHINKIANG                         | YARBA            | Fren. str.  | 2 m.  | Nigre                 | MESSAGERIES MARITIMES          | On or about 2nd inst.       |
| SHANGHAI, NAGASAKI, Kobe & Yokohama          | WHAMPOA          | Brit. str.  | 2 m.  |                       | BUTTERFIELD & SWIRE            | To-morrow.                  |
| SHANGHAI                                     | VALETTA          | Brit. str.  | 2 m.  | A. G. Calhitt, R.N.R. | P. & O. S. N. Co.              | On or about 7th inst.       |
| SHANGHAI                                     | JAVA             | Brit. str.  | 2 m.  | G. W. Gordon, R.N.R.  | P. & O. S. N. Co.              | On or about 9th inst.       |
| FOOCHOW VIA SWATOW & AMOY                    | ANFING MARU      | Jap. str.   | 1 m.  | S. Atsumi             | MIYABI BUSAN KAISHA            | On 4th inst., at Daylight.  |
| FOOCHOW VIA SWATOW & AMOY                    | MAIDZURU MARU    | Jap. str.   | 1 m.  | T. Saito              | MIYABI BUSAN KAISHA            | On 11th inst.               |
| TAMSAI VIA SWATOW & AMOY                     | DAIIN MARU       | Jap. str.   | 1 m.  | T. Ogata              | MIYABI BUSAN KAISHA            | On 18th inst.               |
| MANILA VIA AMOY                              | DIAMANTE         | Brit. str.  | 2 m.  | J. Rattimbary         | SHAW, TOMES & CO.              | On 4th inst., at Noon.      |
| CALCUTTA, PENANG & SINGAPORE                 | CATHERINE APCAR  | Brit. str.  | 2 m.  | E. H. Belson          | DAVID SARGENT & CO.            | To-morrow, at 3 p.m.        |
| BOMBAY VIA SINGAPORE & COLOMBO               | MIKE MARU        | Jap. str.   | 2 m.  | M. Yagi               | NIPPON YUSEN KAISHA            | On 6th inst., at Noon.      |

## SHIPPING.

**ARRIVALS.**  
Nov. 29, CHOWFA, German str., 1,066, Mueing, Bangkok 22nd Nov., Wood and Rice.—BUTTERFIELD & SWIRE.  
Nov. 29, WATERWITCH, British surveying ship, 620, Lieut. Comdr. W. O. Lyne, from a cruise.  
Nov. 30, AFRICA, Portuguese troopship, 2,603, Commander Luis Apra, Macao 30th Nov., War Material.  
Nov. 30, ANITA MARU, Jap. str., 1,096, K. Sudaoki, Swatow 29th Nov., General.—M. B. K. NISHA.  
Nov. 31, BRAND, Norwegian steamer, 1,520, Thronstad, Moji 23rd November, Coal and Coke.—DODWELL & CO., LD.  
Nov. 30, CHINA, German str., 1,113, Krubbe, Manila 27th Nov., Ballast.—ORDER.  
Nov. 30, FORMOSA, British steamer, 674, A. E. Hodgins, Tamsui 27th Nov., Amoy 28th and Swatow 29th, General.—DODWELL & CO.  
Nov. 30, JACOB DREIBACHSEN, German str., 623, G. Schliker, Haiphong 28th Nov., General.—JENSEN & CO.  
Nov. 31, QUARTA, German steamer, 1,146, H. Johannsen, Manila 27th Nov.—SIEMSEN & CO.  
Nov. 30, TRYM, North str., 710, Haus Dall, Haiphong 27th Nov. and Hoibow 29th, General.—A. R. MARY.  
Dec. 1, CHANGCHOW, British steamer, 1,213, Fremont, Singapore 23rd Nov., General.—CHINESE.  
Dec. 1, ERNEST SIMONS, French str., 2,162, Vaquier, Yokohama 21st Nov., Mails and General.—MESSAGERIES MARITIMES.  
Dec. 1, MACHAON, British str., 4,276, R. C. Thompson, Shanghai via Fochow, General.—BUTTERFIELD & SWIRE.  
Dec. 1, MARA KOLB, German str., 1,719, Kruett, Moji 25th Nov., Coals.—E. A. TRADING CO., LTD.  
Dec. 1, NANYANG, German str., 1,090, E. Hass, Newchwang 25th Nov., Beans.—E. A. TRADING CO., LTD.  
Dec. 1, SULLBERG, German str., 782, J. Jensen, Haiphong 25th Nov., Beans.—A. R. MARY.  
Dec. 1, WHAMPOA, British str., 1,109, Larors, Canton 1st Dec., General.—BUTTERFIELD & SWIRE.  
Dec. 1, YARBA, French steamer, 2,575, Nigre, Marseilles and Saigon 28th Nov., Mails and General.—MESSAGERIES MARITIMES.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
30th November.  
Choyang, British str., for Canton.  
Daigi Maru, Japanese str., for Swatow.  
Euna, German str., for Chinkiang.  
Flaneria, German str., for Canton.  
Germania, German str., for Bangkok.  
Haitan, French str., for Hoibow.  
Haitan, British str., for Swatow.  
Hikosa Maru, Japanese str., for Moji.  
Kwanglee, British str., for Shanghai.  
Marburg, German str., for Hamburg.  
Michael Jensen, German str., for Haiphong.  
Taiyang, British str., for Fochow.  
Telaros, German str., for Singapore.  
Trigonia, British str., for Palembang.  
Witland, Danish str., for Port Darwin.  
Zefiro, British str., for Manila.  
30th Nov.  
ATHOLL, British str., for Shanghai.  
ELSA, German str., for Hongkong.  
EMMA, German str., for Chinkiang.  
KWANGLEE, British str., for Shanghai.  
MARBURG, German str., for Hamburg.  
TAISANG, British str., for Fochow.  
TETARTOS, German str., for Singapore.  
TIGER, German gunboat, for Pakhoi.  
TRIGONIA, British str., for Palembang.  
TEISAN, British str., for Sydney.  
W. H. CONNER, American ship, for Baltimore.  
ZAPICO, British str., for Manila.  
30th Nov.  
CHOWANG, British str., for Canton.  
DAIGI MARU, Japanese str., for Swatow.  
FLANDRIA, German str., for Canton.  
GERMANIA, German str., for Bangkok.  
HAITAN, British str., for Coast Ports.  
HAILAN, French str., for Hoibow.  
IKOSAN MARU, Japanese str., for Moji.  
JAPAN, British str., for London.  
MICHAEL JENSEN, German str., for Haiphong.  
WILHELM D. DANIKI str., for Amoy.

## VESSELS IN DOCK.

30th November.  
ABREDEY DOCK.—Remarques, Kaitang, Tringlan.  
WILSON DOCK.—Canton, Remarques, Kaitang, H. J. Albrecht, Kwan Lee, Tacoma, Hongkong.

U.S.S. Princeton, Formosa, Justia, Lal-Lee, H.M.S. Fume, Mongkut, Sandakan, Dr. Hans Jurg Kier, Saturn, Deucalion, Empress of Japan.  
COSMOPOLITAN DOCK.—Pileanlok, Tai-cheung, Amigo.

## SHIPPING REPORTS.

The British steamer *Blackon*, from Shanghai via Fochow, had moderate breeze and overcast weather.  
The British steamer *Cheungchow*, from Singapore 23rd ultimo, had fresh to strong N.E. monsoons and cloudy weather.  
The German steamer *Quarta*, from Manila 27th ultimo, had rainy and stormy weather, winds veering from S.E. to N.E.  
The British steamer *Formosa*, from Tamsui 27th ultimo, Amoy 28th and Swatow 29th, had fresh monsoon and cloudy weather to Swatow; thence to port light and variable winds and showery. Vessels in Amoy.—*Bismarck*. In Swatow.—*Kaangse*, *Thales* and *Kashing*.

## VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTES FRANÇAIS.  
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.  
LONDON, HAVRE, BORDEAUX, ALGER, NANTES, BREMEN, ANTWERP, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

ON MONDAY, the 2nd December, 1901, at 1 p.m. the Company's Steamship "ERNEST SIMONS," Captain Vaquier, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY. This Steamer connects at COLOMBO with the s.s. *Quarta*, which vessel takes on her Passengers and Mails leaving that port on the 14th December direct to Suez, Port Said, and Marseilles.  
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m. on the 1st December. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.  
For further particulars, apply at the Company's Office.  
P. DE CHAMPORIN, Acting Agent.  
Hongkong, 20th November, 1901.

FOR SHANGHAI AND CHINKIANG.  
THE Steamship  
"ELITA NOSSACK"  
Captain Druhn, will be despatched for the above ports TO-DAY, the 2nd December, at 4 p.m.  
For Freight apply to  
EAST ASIATIC TRADING CO., LTD., Agents.  
Hongkong, 30th November, 1901.

FOR SHANGHAI AND CHINKIANG.  
THE Steamship  
"QUARTA"  
Captain Johannsen, will be despatched for the above ports TO-DAY, the 2nd December, at 5 p.m.  
For Freight apply to  
SIEMSEN & CO., Agents.  
Hongkong, 30th November, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTES FRANÇAIS.  
FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.  
THE Company's Steamship  
"YARBA"  
Captain Nigre, will be despatched for the above ports on or about MONDAY, the 2nd December, instead of as previously notified.  
For Freight or Passage, apply to  
P. DE CHAMPORIN, Acting Agent.  
Hongkong, 20th November, 1901.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FAHRDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

| STEAMERS.       | DESTINATIONS.   | SAILING DATES.        |
|-----------------|---|-----------------------|
| SUEVIA          | HAVRE, BREMEN & HAMBURG (Calling at Singapore and Penang) | On 14th Dec. Freight. |
| SERBIA          | HAVRE & HAMBURG (Calling at Singapore and Colombo)        | On 28th Dec. Freight. |
| Capt. Borch     | HAVRE & HAMBURG   | On 6th Jan. Freight.  |
| STERNBERG       | HAVRE & HAMBURG   | On 13th Jan. Freight. |
| STRASSBURG      | HAVRE & HAMBURG   | On 20th Jan. Freight. |
| Capt. Madson    | HAVRE & HAMBURG   | On 27th Jan. Freight. |
| SAMBIA          | HAVRE & HAMBURG   | On 3rd Feb. Freight.  |
| Capt. Schmidt   | HAVRE & HAMBURG   | On 10th Feb. Freight. |
| AMBRIA          | HAVRE & HAMBURG   | On 17th Feb. Freight. |
| Capt. Duckstein | HAVRE & HAMBURG   | On 24th Feb. Freight. |

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1.  
H. Marking, 4th November, 1901.

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA, AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 19 knots.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)  
"ATHENIAN".....Comdr. H. Mowatt.....WEDNESDAY, 4th Dec. 1901  
"EMPEROR OF JAPAN".....Comdr. H. Fybus, R.N.R. WEDNESDAY, 18th Dec. 1901  
"EMPEROR OF CHINA".....Comdr. R. Archibald, R.N.R. WEDNESDAY, 15th Jan. 1902  
"TARTAR".....Comdr. E. Bestham, R.N.R. WEDNESDAY, 29th Jan. 1902  
"EMPEROR OF INDIA".....Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 12th Feb. 1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey as it makes connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent to FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.  
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, 6-ood for 4, 6, 9, and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.  
The attractive features of this Company's route embrace ITS PALATIAL STEAMSHIP (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for 1900 at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
THE DINING CARS and MOUNTAIN HOTELS of this route are opened and operated by the Company, and their appointments and Cuisine are unequalled.  
SPECIAL EXTRA SERVICE.  
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES. In addition to the excellent accommodation, unequalled on the Pacific, also Storage, takes 2nd Cabin Passengers with Cabin and Storage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.  
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
J. P. BROWN, General Agent,  
Paddy Street.

Hongkong, 21st November, 1901.

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

| FOR         | STEAMERS | TO SAIL ON    | REMARKS                   |
|-------------|----------|---------------|---------------------------|
| LONDON, &c. | BALLARAT | 11th Dec. 7th | See Special Advertisement |
| SHANGHAI    | VALERIA  | About 7th     | Freight or Passage        |
| SHANGHAI    | JAVA     | About 9th     | Freight or Passage        |

For MARSEILLES, PLYMOUTH, and LONDON DIRECT, 5,234 Tons, 29th March, WITHOUT TRANSHIPMENT, MALTA, 6,064 Tons, 12th April.  
For Further Particulars, apply to  
E. A. HEWETT, Superintendent.  
Hongkong, 11th November, 1901.

IMPERIAL GERMAN MAIL  
LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.  
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

| STEAMERS.                         | SAILING DATES.             |
|-----------------------------------|----------------------------|
| STUTTGART                         | WEDNESDAY, 11th December.  |
| KONIG ALBERT                      | WEDNESDAY, 25th December.  |
| PRINCESS IRENE                    | WEDNESDAY, 8th Jan. 1902.  |
| PRINZ HEINRICH                    | WEDNESDAY, 22nd Jan. 1902. |
| PREUSSEN                          | WEDNESDAY, 5th Feb. 1902.  |
| HAMBURG (Hamburg-Amerika Linie)   | WEDNESDAY, 19th Feb. 1902. |
| SACHSEN                           | WEDNESDAY, 5th Mar. 1902.  |
| KIATSCHOE (Hamburg-Amerika Linie) | WEDNESDAY, 19th Mar. 1902. |
| BAYERN                            | WEDNESDAY, 2nd Apr. 1902.  |
| STUTTGART                         | WEDNESDAY, 16th Apr. 1902. |
| KONIG ALBERT                      | WEDNESDAY, 30th Apr. 1902. |
| PRINCESS IRENE                    | WEDNESDAY, 14th May 1902.  |
| PRINZ HEINRICH                    | WEDNESDAY, 28th May 1902.  |
| PREUSSEN                          | WEDNESDAY, 11th June 1902. |
| HAMBURG (Hamburg-Amerika Linie)   | WEDNESDAY, 25th June 1902. |

ON WEDNESDAY, the 11th day of December, 1901, at Noon, the Steamship "STUTTGART" of the NORDDEUTSCHER LLOYD, Captain P. Grosch, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port for CALAIS, ANTWERP, BREMEN, and GENOA.  
Shipping Orders will be granted till NOON on MONDAY, the 9th December, Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 10th December, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 10th December.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewards.  
Linen can be washed on board.

For further Particulars, apply to  
MELOHRS & CO., AGENTS.  
Hongkong, 23rd November, 1901.

NORTHERN PACIFIC  
STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

| Steamer.     | Tons. | Captain.      | Proposed Sailing |
|--------------|-------|---------------|------------------|
| DUKE OF FIFE | 3,331 | J. S. Cox     | December 3rd     |
| TACOMA       | 2,811 | A. Dixon      | December 17th    |
| VICTORIA     | 3,502 | J. Panten     | December 27th    |
| OLYMPIA      | 2,837 | J. Truebridge | January 10th     |

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

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The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night. TACOMA to NEW YORK is 4 days. Magnificent scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route.

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The best route to the Klondike Gold Fields. Express sailings from Victoria and Tacoma to DYRA and St. MICHAEL.

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A Special Rate allowed to members of the Clergy and Missionaries.  
For further information as to Passage or Freight, apply to  
DODWELL & CO., LIMITED, General Agents.

Hongkong, 18th November, 1901.

NIPPON YUSEN KAISHA  
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS.       | DESTINATIONS.   | SAILING DATES.         |
|-----------------|---|------------------------|
| KAGA MARU       | VICTORIA, B.C. and SEATTLE  | Monday, 2nd December.  |
| J. W. Ekstrand  | U.S.A. VIA SHANGHAI, MOJI, KOBE & YOKOHAMA                                  | At 4 p.m.              |
| SADO MARU       | Kobe & Yokohama   | Friday, 8th December.  |
| W. Thompson     | BOMBAY VIA SINGAPORE and COLOMBO  | Friday, 8th December.  |
| MIKE MARU       | MOJI, Kobe & Yokohama   | Monday, 9th December.  |
| M. Yagi         | MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID | Friday, 13th December. |
| KAGOSHIMA MARU  | VICTORIA, B.C. and SEATTLE  | Monday, 16th December. |
| K. Kori         | U.S.A. VIA SHANGHAI, MOJI, KOBE & YOKOHAMA                                  | At 4 p.m.              |
| HITACHI MARU    | NAGASAKI, Kobe & Yokohama   | Friday, 19th December. |
| C. H. Butler    | HAMA, LONDON, and MARSEILLES, via SINGAPORE, PENANG, COLOMBO & PORT SAID    | Friday, 19th December. |
| RIKJUN MARU     | U.S.A. VIA SHANGHAI, MOJI, KOBE & YOKOHAMA                                  | At 4 p.m.              |
| N. Ohno         | NAGASAKI, Kobe & Yokohama   | Friday, 19th December. |
| YAWATA MARU     | HAMA, LONDON, and MARSEILLES, via SINGAPORE, PENANG, COLOMBO & PORT SAID    | Friday, 19th December. |
| A. E. Moss      | SYDNEY and MELBOURNE, via MANILA, TRUSTAD, ISLAND, TOWNVILLE and BRISBANE   | At 4 p.m.              |
| WAKASA MARU     | VICTORIA, B.C. and SEATTLE  | Monday, 30th December. |
| J. B. Macmillan | U.S.A. VIA SHANGHAI, MOJI, KOBE & YOKOHAMA                                  | At 4 p.m.              |

Through Passenger Tickets to this Line are issued for the Eastern Cities in the United States, China, and Europe. For further information as to Passage, Freight, and Rates, apply to the General Agent, J. P. BROWN, General Agent, Paddy Street, Hongkong.



# OCEAN STEAMSHIP COMPANY.

| VESSELS ON THE BERTH  |                               |
|-----------------------|-------------------------------|
| FROM                  | OUTWARDS                      |
| GLASGOW and LIVERPOOL | "PELEUS" On 7th December.     |
| GLASGOW and LIVERPOOL | "PATROCLUS" On 16th December. |
| GLASGOW and LIVERPOOL | "STENTOR" On 24th December.   |
| GLASGOW and LIVERPOOL | "MEMNON" On 3rd January.      |
| GLASGOW and LIVERPOOL | "IDOMENEUS" On 8th January.   |
| GLASGOW and LIVERPOOL | "TANTALUS" On 16th January.   |
| HOMEWARDS.            |                               |
| LONDON                | "MACHAON" On 3rd December.    |
| LONDON                | "ACHILLES" On 10th December.  |
| LONDON                | "GLAUCUS" On 24th December.   |
| LONDON                | "DEUCALION" On 7th January.   |
| LONDON                | "PELEUS" On 21st January.     |
| LIVERPOOL DIRECT      | "IXION" On 15th December.     |
| LIVERPOOL DIRECT      | "PATROCLUS" On 15th January.  |

(Taking Cargo at London Rates)  
(Taking Cargo at Liverpool Rates)  
The S.S. "DEUCALION," from GLASGOW and LIVERPOOL, has arrived on the 25th instant.  
The S.S. "LABRITES" left Singapore for Hongkong and Amoy on the 29th ult.  
For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co. [15]  
Hongkong, 22nd November, 1901.

# CHINA NAVIGATION CO., LIMITED.

| FOR      | STEAMERS  | TO SAIL          |
|----------|-----------|------------------|
| SHANGHAI | "WHAMPOA" | On 3rd December. |

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. [16]  
Hongkong, 18th November, 1901.

# FOR CALCUTTA, PENANG AND SINGAPORE.

**THE Steamship**  
"CATHERINE APCAR,"  
Captain S. H. Bales, will be despatched for the above ports TO-MORROW, the 3rd December, at 3 P.M.  
For Freight or Passage, apply to  
**DAVID SASSOON, SONS & CO.,**  
Agents.  
Hongkong, 27th November, 1901. [3017]

# REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

**PROPOSED SAILINGS FROM HONGKONG.**  
"KURDISTAN" On 5th December  
"LENNOX" About 15th Dec  
"ORONOS" About 21st Dec  
"ARIDI" About 10th Jan  
"HILGLEN" About 20th Jan  
"LOWTHER CASTLE" About 31st Jan.  
For Freight and further information, Apply to  
**DODWELL & CO., LD.,**  
Agents.  
Hongkong, 28th November, 1901. [1139]

# THE OSAKA SHOSHEN KAISHA, LIMITED.

**FOR ANPING (VIA SWATOW AND AMOY).**  
"MAIDZURU MARU,"  
Captain T. Sato, will be despatched for the above ports on WEDNESDAY, the 11th December.  
For Freight or Passage, apply to  
**THE MITSUI BUSSAN KAISHA,**  
Agents.  
Hongkong, 28th November, 1901. [18]

# EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

**FOR SYDNEY AND MELBOURNE.**  
Calling at TIOBA, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.  
**THE Steamship**  
"EASTERN,"  
Captain Ellis, will be despatched at above on THURSDAY, the 12th December, at 4 P.M.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.  
The Steamer is insured throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamer of the China Navigation Company and vice versa.  
For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, 28th November, 1901. [2975]

# "GLEN" LINE OF STEAMSHIPS.

**FOR LONDON VIA SUEZ CANAL.**  
"GLENBOY,"  
Captain Forbes Salyer, will be despatched at above on SATURDAY, the 14th December, 1901.  
For Freight apply to  
**MCCLEGGON BROS. & CO.,**  
Agents.  
Hongkong, 28th November, 1901. [3025]

# SHEWAN TOMES & CO.'S NEW YORK LINE.

**FOR NEW YORK VIA SUEZ CANAL.**  
"ACARA,"  
Captain Kilgour, will be despatched at above on or about 17th December.  
To be followed by the Steamer "ACARA."  
Captain Benson, on or about 27th December.  
For Freight, apply to  
**SHEWAN TOMES & CO.,**  
Agents.  
Hongkong, 28th November, 1901. [2885]

# VESSELS ON THE BERTH

# THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

# TRANS-PACIFIC SERVICE

VICTORIA (B.C.), SEATTLE AND TACOMA (WASH.).  
Calling at SHANGHAI, KOBE and YOKOHAMA.  
The Steamship  
"PAKLING,"  
4,443 Tons, is due here on or about 18th December and will have quick despatch.  
For Rates of Freight and Further Particulars, apply to  
**DODWELL & CO., LTD.,**  
Agents.  
Hongkong, 30th November, 1901. [3058]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SEBZ, PORT SAID, FIUME AND TRIESTE.  
(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)  
The Company's Steamship  
"AUSTRIA,"  
Captain Follmer, will be despatched as above on TUESDAY, the 17th December, P.M.  
The Steamer has magnificent accommodation for Passengers. Electric light. A Doctor is carried.  
For information as to Passage and Freight apply to  
**SANDER, WIELER & CO.,**  
Agents.  
Hongkong, 27th November, 1901. [6]



# NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG AND SINGAPORE.  
**THE H.A.L. Steamship**  
"SERBIA,"  
Captain Brohmer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.  
Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY, the 25th inst.  
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at their risk until the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd December will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd December, at 3 P.M.  
No Fire Insurance has been effected.  
**HAMBURG-AMERICA LINE,**  
Hongkong Office.  
Hongkong, 25th November, 1901. [3002]

**NOTICE TO CONSIGNEES.**  
THE Steamship  
"KONIG ALBERT,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at their risk until the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd December will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 3rd December, and THURSDAY, the 5th December, at 3.30 A.M.  
All claims must reach us before the 8th December, or they will not be recognised.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the Undersigned.  
**NORDDEUTSCHER LLOYD.**  
MELCHERS & CO.,  
Agents.  
Hongkong, 26th November, 1901. [9]

**NOTICE TO CONSIGNEES.**  
FROM MIDDLESBRO, LONDON AND STRAITS.  
"DENBIGHSHIRE,"  
Captain Vyvyan, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at their risk until the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox., at 2.30 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
**SHEWAN TOMES & CO.,**  
Agents.  
Hongkong, 25th November, 1901. [3004]

**CONSIGNEES per Company's Steamer**  
"DEUCALION" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 30th inst.  
Optional cargo will be landed unless notice has been given prior to steamer's arrival.  
Goods undelivered after the 5th December will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 6th December.  
Owing to the steamer having met with an accident on the voyage from Singapore, a General Average Bond must be signed before Bills of Lading can be countersigned.  
No Fire Insurance has been effected.  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 28th November, 1901. [15]

# "MOGUL" LINE OF STEAMERS.

# NOTICE TO CONSIGNEES.

S.S. "ATHOLL,"  
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.  
Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY, the 25th instant.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th December, will be subject to rent.  
All Claims against the Steamer must be presented to the Undersigned on or before the 4th December, or they will not be recognised.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th December, at 3 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
**DODWELL & CO., LD.,**  
Agents.  
Hongkong, 28th November, 1901. [3048]

**THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.**  
NOTICE TO CONSIGNEES.  
FROM GLASGOW, LIVERPOOL AND STRAITS.  
The Company's Steamship  
"PING SUEY,"  
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.  
Goods not cleared by the 2nd December, at NOON, will be subject to rent.  
No Fire Insurance will be effected by us in any case whatever.  
All damaged packages must be left in the Godowns, and a certificate of the damage, obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.  
Optional Goods will be landed here unless instructions are given to the contrary before NOON, TO-MORROW, the 23rd inst.  
**DODWELL & CO., LTD.,**  
Agents.  
Hongkong, 22nd November, 1901. [2882]

**NOT RESPONSIBLE FOR DEBTS.**  
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—  
"DUDHOPE," British ship, A. Low—Carlowitz  
"OSBERG," British barque, Densmore—ORDER

**HONGKONG STEAMERS.**  
Athenian, British str., 2,424, Morat, Nov. 14.  
C. P. E. Co.  
Atholl, British steamer, 4,647, Porter, Nov. 28.  
Doddwell & Co., Limited  
Catherine, British str., 1,730, Bolson, Nov. 26.  
D. Sassoon, Sons & Co.  
Choyang, British str., 1,184, Bowker, Nov. 29.  
Jardine, Matheson & Co.  
Daigai, Maru, Jap. str., 846, Kitano, Nov. 27.  
Mitsui Bussan Kaisha  
Deucalion, British str., 4,476, Kay, Nov. 28.  
Butterfield & Swire  
Declina, German str., 794, Schalkier, Nov. 29.  
Siemens & Co.  
Denteros, German str., 1,001, Frahm, Nov. 29.  
Siemens & Co.  
Diamante, British str., 1,225, Rattenbury, Nov. 29.  
Shewan, Tomes & Co.  
Dr. Hans Jurg Kiser, Norw. str., 691, Larsen, Nov. 18.  
A. R. Marty  
Duke, Maru, Jap. str., 3,547, Cox, Nov. 18.  
Doddwell & Co., Limited  
Elcano, American str., 510, Altonase, Sept. 3.  
Brandao & Co.  
Emma, German str., 1,681, Samuelsen, Nov. 19.  
Jensen & Co.  
Empress of Japan, British str., 3,003, Pybus, Nov. 27.  
C. P. R. Co.  
Esmeralda, British str., 966, McGinty, Nov. 17.  
Shewan, Tomes & Co.  
Germania, Ger. str., 1,713, Bendixen, Nov. 26.  
Jensen & Co.  
Hailan, French str., 377, Andersen, Nov. 28.  
A. R. Marty  
Haitan, British steamer, 1,183, Roach, Nov. 28.  
Douglas Leprik & Co.  
Hikosan Maru, Jap. str., 2,302, Hallstrom, Nov. 29.  
Mitsui Bussan Kaisha  
Hopsang, British str., 1,359, Roopa, Nov. 26.  
Jardine, Matheson & Co.  
Hue, French steamer, 704, Godinan, Nov. 26.  
A. R. Marty  
Japan, British steamer, 2,795, Tabbot, Nov. 28.  
P. & O. S. N. Co.  
Kaga Maru, Jap. str., 3,800, Ekstrand, Nov. 18.  
Nippon Yusen Kaisha  
Kolshagen, German str., 1,291, Lous, Nov. 26.  
Butterfield & Swire  
Kutang, British str., 1,495, Salyer, Nov. 28.  
Jardine, Matheson & Co.  
Kvarven, British str., 1,574, Kanby, Nov. 26.  
Butterfield & Swire  
Kwanglee, British str., 1,467, Lincoln, Nov. 24.  
Chinese  
Lal-Tock, Spanish str., 185, Fabbagay, Nov. 17.  
A. R. Marty  
Loyal, German str., 1,006, Weidlich, Nov. 27.  
Sander, Wiler & Co.  
Marburg, German str., 6,700, Zacharias, Nov. 28.  
Hamburg-Amerika Linie  
Michael Jensen, Ger. str., 710, Jensen, Nov. 28.  
Jensen & Co.  
Mongkut, German str., 859, Gotache, Nov. 15.  
Butterfield & Swire  
Neptune, British str., 2,178, Walters, Nov. 26.  
Standard Oil Co.  
Ness, British steamer, 1,961, Part, Nov. 29.  
Mitsui Bussan Kaisha  
Pitzanlok, German str., 1,367, Illing, Nov. 10.  
Butterfield & Swire  
Rajahuri, German str., 1,189, Ahlborn, Nov. 28.  
Butterfield & Swire  
Richmond, British str., 1,314, Mann, Nov. 14.  
Siemens & Co.  
Sandaban, German str., 1,374, Brandstetter, Nov. 12.  
Melchers & Co.  
Seneca, British str., 1,317, Cormack, Nov. 27.  
Standard Oil Co.  
Sialkot, British str., 957, Jones, Nov. 15.  
Bradley & Co.  
Toscomani, British str., 2,811, Dixon, Oct. 21.  
Doddwell & Co., Limited  
Taichang, German str., 328, Ahrens, Nov. 17.  
Meyer & Co.  
Taimang, British str., 1,547, Bradley, Nov. 25.  
Jardine, Matheson & Co.  
Tataros, German str., 1,578, Dime, Nov. 15.  
Siemens & Co.

Thea, German steamer, 934, Ohlerich, Nov. 21.  
Jensen & Co.  
Tiontain, British str., 2,555, Cook, Nov. 26.  
P. & O. S. N. Co.  
Trigonia, British str., 1,098, Powell, Nov. 27.  
Arnhold, Karberg & Co.  
Tainan, British str., 1,460, Lindbergh, Nov. 25.  
Butterfield & Swire  
Taintan, German str., 1,002, Sanders, Nov. 18.  
Arnhold, Karberg & Co.

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Hongkong, 26th November, 1901. [3010]

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Hongkong, 20th March, 1901. [7]

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